ATTACHMENT 3

CITY OF AUBURN

Planning Commission – Staff Report
Meeting Date: February 15, 2011

Prepared by: Reg Murray, Senior Planner
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ITEM NO. IV-A

ITEM IV-A: SITE ACCESS DISCUSSION FOR THE BALTIMORE RAVINE SPECIFIC PLAN (BRSP) AND STUDY AREA PROJECT

REQUEST: The Planning Commission will review and consider access alternatives for the Baltimore Ravine Specific Plan and Study Area Project. The Planning Commission will accept public comment relating to the access alternatives and will provide a recommendation to the Auburn City Council as to which option would be the better alternative for access into the BRSP Project.

RECOMMENDATIONS

City Staff recommend that the Planning Commission take the following actions:

1. Upon review and comparison of Alternative 4 and Alternative 5, the Auburn Planning Commission recommends Alternative 4 to the Auburn City Council; and

2. Upon review and comparison of Alternative 4, Alternative 5, and Herdal Drive, the Auburn Planning Commission recommends Herdal Drive to the Auburn City Council.

BACKGROUND

The Auburn City Council considered the Baltimore Ravine Specific Plan (BRSP) and Study Area Project (Project) at its meeting on January 13, 2011. The City Council passed a motion directing the Planning Commission to review two access alternatives for the BRSP project and to recommend one of the two alternatives for Council consideration. The first option (Alternative #4) is the Pacific Street Extension located on the west side of Auburn Folsom Road, opposite Pacific Street. The second option (Alternative #5) is also located on the west side of Auburn Folsom Road approximately 750' south of the Auburn Folsom Road/Pacific Street intersection.

The Auburn Planning Commission met on February 1, 2011, reviewed the information that Staff proposed to provide to the Commission for their meeting on February 15, 2011, and took comment from the public. The Planning Commission directed staff to address several issues and questions (see below) in addition to the information identified in their February 1st staff report. The Commission also directed Staff to provide similar information for the Herdal Drive access, for comparison purposes, and directed Staff to provide its recommendation comparing Alternatives 4 and 5, as well as a recommendation comparing Alternatives 4, 5, and the Herdal Drive access. This issues identified by the Planning Commission included:

- Is a new watershed affected by drainage from Alternative 4 or Alternative 5 that wasn't affected by the project previously?

- Fire Department –
    - Provide response times for Alternative 4 and Alternative 5.
    - Provide response times for the Herdal Drive access option.
    - How do the options comply with the requirements of NFPA 1700?
- Police Department – Provide response times for Alternative 4 and Alternative 5. Also, address the issue of attractive nuisances.
- Aesthetics – Address views of the bridges from Auburn Folsom Road for Alt #4 and Alt #5. Provide cross sections and photo simulations.
- Identify the "net footprint impact" of the options. Quantify the acreage disturbed, and any features affected by, the footprint of the alternatives.
- Provide road profiles for each alignment.
- Identify representative roadways in Auburn and their associated slopes. Identify roadway sections in Auburn with 15% slopes.
- When comparisons are made, relate the comparisons to common things (i.e. volume of earth moved to the number of dump trucks needed; area compared to the size of a football field).
- Have the City Attorney address the possible legal implications for the City if the project was approved with one of the new access alternatives instead of the Herdal access (i.e. would the City be exposed to litigation), based on the applicant's information regarding his existing access rights on Herdal Drive.
- Have the City Attorney address whether or not the City can use eminent domain to acquire the right-of-way associated with the new options if the access on Herdal is already available.

The Planning Commission hearing on February 15, 2011 will only consider access alternatives for the BRSP. The City Council tabled further discussion on the BRSP Project at their January 13, 2011 hearing until such time as the Planning Commission rendered its recommendation on the access options. The City Council will take up discussion on the access issues, and the project, at a later date following the Commission's review and recommendation. The tentative date for the City Council's review is February 28, 2011, and Public Notice of the Council hearing will be provided.

DESCRIPTION OF ACCESS ALTERNATIVES UNDER REVIEW

The two access alternatives that the City Council remanded back to the Planning Commission for review and recommendation were Alternatives #4 and #5 on the Site Access Alternatives map (see Attachment 1) presented with the March 26, 2010 access memorandum (Tab R of the September 21, 2010 staff report). Alternative #4 is located opposite Pacific Street, west of Auburn Folsom Road. Alternative #5 is also located on the west side of Auburn Folsom Road, roughly 750' south of the Pacific Street intersection. Subsequent to Council's direction on January 13th, the applicant has provided a more detailed site access plan illustrating the two

options (see Exhibit A). This plan has been refined to provide additional detail regarding topography, the road alignments, and grading and is described briefly below.

Pacific Street Extension (Alternative #4): With Alternative #4, Pacific Street would be extended from Auburn-Folsom Road west over the UP rail line with the construction of a new bridge. The alignment will continue southwest over property currently owned by the Auburn Recreation District, and then further to the southwest across property owned by the Sipe family to the northeast corner of the BRSP area. The overall length of this option from Auburn Folsom Road into the BRSP would be 4,900 feet long. In order to bridge the UPRR tracks immediately west of Auburn Folsom Road, a 22-foot high roadway embankment would be required. The bridge spanning the rails line would be approximately 250 feet long.

Rail line crossing south of Pacific Street (Alternative #5): This option would provide a connection to Auburn-Folsom Road approximately 750-feet south of Pacific Street, near the existing Boardman canal. The total roadway length for this option would also be approximately 4,900 feet. Significant fill will be required to provide adequate clearance, resulting in roughly 12-foot tall embankments and a bridge span of approximately 100 feet. A 90-degree elbow would be required on the west side of the rail line to travel around the hill on ARD and Sipe property. The alignment would then move through the ravines and the eastern portion of the BRSP on the same alignment as the Pacific Street option above.

Herdal Drive extension: Herdal Drive currently terminates roughly 825' west of Auburn Folsom Road, just west of Quinn Way. The Herdal Drive access would extend Herdal Drive roughly 635' west to the UPRR right-of-way, and then across the 400' wide UPRR right-of-way to the Project site. The total length of the new roadway extension is roughly 1,135', resulting in a total road length from Auburn Folsom Road of approximately 1,860'. The Herdal Drive access would utilize the existing 60-foot wide City-owned right-of-way. This access would include a new bridge over the rail line at Bloomer Cut. A relatively short bridge span would be required (±70-feet) to clear the existing Bloomer Cut, but it would provide sufficient clearance for UPRR to accommodate the addition of a second track should UPRR decide to construct a second line through the cut in the future.

ADDITIONAL INFORMATION

Provided below is a review by City Staff (including Community Development, Fire, Police, and Public Works) of the information and issues associated with Alternatives #4 and #5. Where appropriate, Staff also provided comparative information for the Herdal Drive access:

1. Topographic and slope maps – The alignment of Alternatives 4 and 5 have been superimposed on topographic maps to illustrate the different topographic constraints of each option. Exhibit A illustrates the road alignments on an aerial topographic map and color-codes the slope of the roads. Road grades 6% and less are pink, 6%-10% are fuchsia, and 10%-15% are purple. Where the access routes diverge, the plan illustrates that both Alternatives include considerable portions of roadway with slopes over 10%.

   The areas shown in gray illustrate the cut and fill necessary for the roadway alignments. As noted in the attached memo by the project engineer (Attachment 2), the area impacted by

cut and fill slopes would be over 250' wide with fills of to 80' deep and cuts up to 50' tall. The grading impacts are similar as the Alternatives utilize the same alignment for the majority of the route, with the exception of where they diverge over the UPRR and ARD properties. As shown in Exhibit A, Alternative 4 would likely result in the need for greater fill as compared to Alternative 5.

Exhibit B superimposes the road alignments on a colored slope map which covers the Project area. Exhibit C is a localized version highlighting the area covered by the access alternatives. Exhibits B and C illustrate slopes in, and adjacent to, the Project area and identify where the proposed road alignment(s) would traverse natural slopes that are in excess of 30% (red areas).

2. Fire Department review - The attached memo from the Fire Chief (Attachment 3) reviews fire safety and emergency response issues, including emergency response times, associated with Alternatives 4 and 5, as well as the Herdal Drive extension. The Fire Chief's analysis concluded that neither Alternative is satisfactory as they both present a higher risk to both the public and firefighting personnel due to the length of the access and its circuitous path, leading to higher response times, and its route through undeveloped and heavily vegetated terrain. In addition, the addition of a new signal for Alternative 5 would create additional delays on Auburn Folsom Road.

   In a comparison of Alternatives 4 and 5, the Chief selected Alternative 4 as it presented fewer impacts. When comparing Alternatives 4, 5 and the Herdal Drive access, the Chief selected the Herdal access as the recommended access due to direct access, reasonable response times, access through existing developed areas, and no inhibitors such as road grades and curves.

3. Police Department review – The attached memo from the Police Chief (Attachment 4) reviews public safety issues from the police department as they relate to Alternative 4 and Alternative 5, as well as the Herdal Drive extension. The Police Chief identified the public safety issues that the police department has historically dealt with for the project area, and noted that opening up the area with either Alternative increases potential access onto private land and UPRR property, increasing possibilities for illegal camping and campfires, exposure to human waste, illegal dumping, safety conflicts with the UP rail lines, and enticement for skateboarders.

   The Police Chief recommends avoiding access by either Alternative 4 or 5, and recommends Herdal Drive as the access route for the project as it provides more direct access, minimizes construction in the UPRR, and reduces the likelihood of additional trespassing and criminal activity.

4. Alignment, roadway, and bridge design information – The memo provided by the Project Engineer (Attachment 2) describes some of the characteristics associated with Alternatives 4 and 5. Additional information requested by the Commission is provided below:

   a. **Net Footprint Impact** - The Commission requested information identifying how much area would be disturbed for the two Alternatives and the Herdal access.

- **Alternative 4** - The footprint of the area disturbed for the full alignment of Alternative 4 is ±14 acres; this would equate to roughly 14 football fields. Several tall fill slopes (one location at 80-foot high and several locations at 50 to 60 feet high) would be created and approximately 1,600 LF (linear feet) of natural drainage channels would be disturbed.

- **Alternative 5** - The footprint of the area disturbed for the full alignment of Alternative 5 is ±13 acres. This would equate to roughly 13 football fields. The size of fill slopes and the amount of natural drainage channel disturbed by Alterative 5 would be similar to Alternative 4.

- **Herdal Drive Access** - The footprint of the area disturbed for the full alignment of Herdal Drive is ±1.5 acres, or roughly 1.5 football fields. The Herdal access has no significant fills and would not disturb any natural drainages.

b. **Road Profiles** – Road profiles are provided for Alternative 4 (Exhibit D), Alternative 5 (Exhibit E) and the Herdal access (Exhibit F).

- **Alternative 4** - Alternative 4 has a total length of ±4,900 LF through steep terrain (i.e. nearly 2,000 LF traverses natural ground that exceeds 30% slope). The roadway profile includes over 1,000 LF of 10%-15% grades; a 15% roadway grade occurring on a tight radius curve at one location, and a 250-foot bridge span over the UP rail line.

- **Alternative 5** - Alternative 5 also has a total length of ±4,900 LF through steep terrain, with nearly 2,000 LF traversing natural ground that exceeds 30% slope. The roadway profile includes over 1,000 LF of 10%-15% grades; a 15% roadway grade occurring on a tight radius curve at two locations; a 90-degree bend within the UPRR right-of-way; and a 100-foot bridge span over the UP rail line.

- **Herdal Drive Access** – The Herdal Drive access has a total length of ±1,000 LF through flat to moderate terrain. The roadway profile has a roadway slope of 3%-4% for the majority of its length, a maximum slope of 6% for roughly 100'-150', and a 70-foot bridge span over the UP rail line.

As noted in the memo from the City Engineer (Attachment 5), street grades at/near 15% have been provided (within subdivisions) on short stretches of roadway. In comparison, the grade for Auburn Folsom Road, between Indian Hill and the entry to the Vintage Oaks subdivision, is 6%-7%. Also, the grade on Nevada Street near the Regal Cinemas is roughly 6%, with the entry to the Nevada Street Office project at 15%.

5. Right-of-way acquisition and eminent domain –

The City does not currently own the right-of-way required for Alternatives 4 or Alternative 5. The alignments for both alternatives cross portions of Auburn Recreation District

property at the Auburn Rec Park, as well as property owned by the Sipe family (Exhibit A). The amount of area affected by both alternatives is roughly the same. The ARD area affected is roughly 0.5 acres, while the amount of the Sipe property affected is ±4.5 acres total, with roughly 2.5 acres directly impacted by the roadway and another 2.0 acres likely rendered inaccessible.

The Sipe family has indicated that they do not intend to sell the necessary right of way for the Alternatives being considered. It is unknown at this time what position ARD would take regarding any necessary right-of-way acquisition through the Rec Park. Eminent domain would be required in order to secure any required right-of-way if there was not a willing seller.

In response to questions posed by the Planning Commission on February 1, 2011, the City Attorney provided the Planning Commission with privileged information relating to the use of eminent domain as well as addressing questions about access via Herdal Drive.

6. Intersection improvements – The following improvements would be needed on Auburn-Folsom Road in association with the alternatives under consideration. See also the memo from the City Engineer (Attachment 5):

   - **Alternative 4** – The existing Auburn Folsom/Pacific Street intersection would be converted from a three-way to a four-way intersection. The existing improvements on the west side of Auburn Folsom road would be modified for the fourth leg. The existing traffic signal would also need to be modified.

   - **Alternative 5** – A new three-leg intersection would be required on Auburn Folsom Road roughly 750' south of the Pacific Street signal. The existing improvements on the west side of Auburn Folsom road would be modified for this access and traffic signals would be placed on all three legs.

   - **Herdal Drive access** – No new intersections or signals are required, though based on the existing CEQA analysis, minor striping would be required at the Auburn Folsom/Herdal and Auburn Folsom/Maidu intersections to address potential traffic impacts.

7. Infrastructure and services information – Identified below are some of the issues and impacts associated with infrastructure and services for each option:

   - **Alternative 4** – This option would affect an existing 115kV electrical line owned by PG&E. The proposed alignment conflicts with an existing service pole and easement for the electrical line. This will necessitate, at a minimum, the relocation of the existing service pole, or perhaps the entire line in the area of the conflict. New services would be located in the road right-of-way, such as water, electric, and cable. Drainage culverts would be provided where the new road crosses existing drainage swales. Storm drainage would be collected by drain inlets in the street and discharged to the drainage swales.

- **Alternative 5** – This alternative may also affect the 115kV electrical line referenced above. It is possible that the line may not have proper clearance from road grade to the lowest line. This may necessitate a modification to the line (e.g. the line may need to be raised for proper clearance) or the relocation of the entire service. Services and storm drain improvements would be provided consistent with Alternative #4 above.

- **Herdal Drive access** – The Herdal extension would not impact or displace any existing services or improvements. Services being extended to the Project (i.e. water; electricity; gas) as well as standard storm drain improvements, would be provided within the Herdal right-of-way.

8. Street lights – Refer to the Public Works Department memorandum provided as Attachment 4.

9. Maintenance – Refer to the Public Works Department memorandum provided as Attachment 4.

10. Resource issues –

As discussed below, Alternatives 4 and 5 would have similar effects on natural resources and the environment, because the length and location of each road and the area to be disturbed would be similar. The following discussion is based on information available at this time. A more detailed analysis would need to be prepared to refine this evaluation and identify significant impacts, if any, pursuant to CEQA (see Item 12 below).

a. **Biological resources:** Each alternative would extend a road through an otherwise undeveloped area for approximately 4,900 feet, resulting in the disturbance of approximately 13-14 acres, including 12-13 acres of woodland. Both alternatives would require fill and culverts at multiple locations, impeding or cutting off wildlife travel through the ravines and connections to the railroad corridor, which can provide a migration corridor for wildlife. Wildlife using the undeveloped land on either side of the roadway would be vulnerable to vehicles when crossing the road.

It is not known at this time if any special-status plant or animal species are present along the alternative alignments, because no surveys have been conducted. At a minimum, trees would need to be removed and nesting raptors and other birds could be disturbed by construction activities. Jurisdictional wetlands, if any are present, would be confined to the bottom of the drainages.

The Herdal Drive extension would disturb approximately 1.5 acres of land, of which approximately 0.5 acre would be woodland. Biological surveys of the Herdal Drive extension indicate that no habitat for special-status plants or animals is present, except for nesting trees. No drainages would be filled by the Herdal Drive extension, and the extension would not interfere with wildlife access to migration corridors. Because the Herdal Drive extension is in an area that is already developed, wildlife would be less vulnerable to traffic.

In summary, the impacts on biological resources would be the same under Alternative 4 or 5. The impacts of the Herdal Drive extension would be less severe than either alternative access.

b. **Cultural resources:** The plan area and vicinity are known to contain prehistoric (Native American) and historic resources. Surveys would be needed to determine what, if any, cultural resources are located within the alignments of Alternatives 4 and 5. The potential for disturbance under each alternative would be the same, because the acreage to be disturbed would be similar.

The Herdal Drive extension was surveyed for cultural resources and none were found. There is the potential for unobserved subsurface resources to be present that could be disturbed during construction. This potential is far smaller for the Herdal Drive extension than either Alternative 4 or 5 due to the area that would be disturbed by construction (approximately 1.5 acres for the Herdal Drive extension compared to 13-14 acres for Alternatives 4 and 5).

Under Alternatives 4 and 5, there would be no bridge over Bloomer Cut, a historically significant resource. The Herdal Drive extension would include a 70-foot long bridge over Bloomer Cut, but the bridge would not touch the cut, and would not alter its historic significance.

In summary, the impacts on cultural resources would be similar under Alternatives 4 and 5. The potential impacts on archaeological resources would be less severe under the Herdal Drive extension, because less ground would be disturbed. The impacts on historic resources would be more severe under the Herdal Drive extension, because a bridge would be built across Bloomer Cut. However, this impact would not be considered significant under CEQA.

c. **Hydrology and Water Quality:** Both Alternatives 4 and 5 would cross two drainages, one of which would be otherwise unaffected by the BRSP project (the other would receive some runoff from development of Parcel 11 with low density residential development). Culverts would be installed under the roadways where they cross these drainages. Stormwater runoff would flow into drain inlets and then discharge into drainage swales. As with other BRSP streets, measures would be used to ensure that the quality of the stormwater did not degrade water quality in the ravines or downstream.

The Herdal Drive extension would not cross any drainages. Like Alternatives 4 and 5, runoff from the roadway would be collected in storm drains and directed to the project's drainage system. Measures would be incorporated into the drainage system to protect water quality.

One benefit of the Herdal Drive extension would be to capture runoff from the right-of-way and homes to the north and direct it to the project's drainage system. Currently, runoff from these areas sometimes seeps around house foundations for

some of the houses on the south side of the Herdal extension. If the Herdal Drive extension is constructed, it would help to improve this drainage issue.

In summary, the impacts on hydrology and water quality would be the same under Alternatives 4 and 5. The impact would be less severe under the Herdal Drive extension because it would not affect two drainages and would improve local drainage conditions.

d. **Visual Quality:** The embankments, abutments and bridges for both Alternatives 4 and 5 would be visible from Auburn-Folsom Road. The road and associated improvements would also be visible from the ARD Recreation Park and some residences in the Knollwood and Awali neighborhoods to the north and northwest.

Attachments 6 and 7 provide conceptual views of Alternatives 4 and 5, respectively, from Auburn Folsom Road looking north. The photo was taken on Auburn Folsom Road roughly 1225' south of the Pacific Street intersection. With Alternative 4 (Attachment 6), the abutments and bridge would appear further in the background, and would extend from the intersection at Pacific Street westward and disappear behind the hill near the common property line between ARD and the Sipe property (to the left). The height of the fill slope for the bridge clearance over the UP rail line would be ±22'. Under Alternative 5, the improvements would appear closer in the foreground and extend from Auburn Folsom Road west over the rail line to the hill, before turning right and wrapping around the hill as mentioned above. The fill slope required for bridge clearance above the UP rail line with Alternative 5 is ±12'.

The Herdal Drive extension would place soundwalls along the backyards of existing residences on either side of the right-of-way. The views for residents to the south would generally change from 6-foot wooden fences to a 7-foot masonry wall. The properties to the north would experience more substantial changes, as most of the backyards currently have uninterrupted views of the undeveloped right-of-way, and in some cases, the undeveloped area within the railroad right-of-way. Under the proposed project, a 7-foot to 8-foot tall masonry wall would be constructed along the backyards to the north, which would restrict views beyond the property line.

In summary, the visual impacts of Alternatives 4 and 5 would be similar because the embankment and bridges would both be visible from Auburn-Folsom Road and surrounding areas. The visual impact of the Herdal Drive extension would generally be less severe than either Alternative 4 or 5 because it would not be visible from a public road or park, though the impact would be more severe for those residents on the north side of the extension because their current views would be replaced by a 7'-8' tall masonry wall.

e. **Noise:** Both Alternative 4 and Alternative 5 would introduce a new source of noise for the residences to the northwest of the project site (e.g., Sipes and Shackner). Currently, the nearest major sources of traffic noise for these residences are Auburn-Folsom Road to the east and Interstate 80 to the west. The Sipe residences would be the closest to the alternative alignments at a distance of roughly 500 feet. At this

distance, the traffic noise levels for both alternatives would not be expected to exceed the City's standard for traffic noise in residential areas; however, project traffic would create a noticeable change in noise levels for these residences, and possibly for residents farther to the north and northwest. The exact change would depend on the amount of traffic using the road, topography and other factors. Soundwalls and/or rubberized asphalt could be required to ensure that the noise increases are mitigated.

The Herdal Drive extension would introduce a substantial new source of noise into the Vista del Valle subdivision. The soundwalls proposed for the Herdal Drive extension would ensure that noise levels are acceptable for Plan Area 1. For the full BRSP, additional mitigation would be required, specifically the application of rubberized asphalt or similar materials along the length of Herdal Drive from the UPRR right-of-way to Auburn-Folsom Road.

In summary, the noise impacts for Alternatives 4 and 5 would be similar. The noise impacts relative to the Herdal Drive extension would depend on the traffic distribution patterns for the access alternatives.

f. **Land Use:** Both alternatives would require acquisition of property outside of the project area. The roadway alignment would cross property owned by the Auburn Recreation District and the Sipe family. If these property owners elect not to sell their property to the BRSP project applicant, then the City would be compelled to acquire the alignment by eminent domain (see discussion above).

Both alignments would likely alter the Specific Plan as proposed, because primary access to the plan area would change and access to Parcel 11, which is planned to have 11 low-density residential uses, may not be possible given the configuration of the alternative accesses. With the Herdal Drive extension, access could be provided to Parcel 11.

The Herdal Drive extension would not require any right-of-way acquisition, because the City already owns the right-of-way. The applicant also has an existing easement over the Herdal Drive alignment providing access to the Project area.

11. Costs – The Applicant and Project engineer have identified a number of issues affecting costs for both Alternatives 4 and 5 (see below). As both Alternatives are preliminary in nature, it is not possible to quantify specific costs, though these alternatives could easily exceed $15-$20 million. Given that Alternative 5 involves less earthwork and has a shorter bridge, it is reasonable to assume that Alternative 5 would cost less than Alternative 4.

a. Right-of-way acquisition. Eminent domain would be required without a willing seller. Costs would be incurred for land acquisition, processing, and legal fees.

b. The overall road length for Alternatives 4 and 5 is 4-5 times longer than the Herdal access, therefore costs for construction of the road (i.e. excluding fill), would be 4-5 times the cost of the Herdal extension.

c. The length of the bridge span for Alternative 5 is 1.5 times the length of the Herdal bridge, while the bridge for Alternative 4 is 3-4 times longer. The cost of bridges per foot roughly doubles for just the structure at these kinds of lengths as compared to the shorter span for the Herdal bridge.

d. Alternatives 4 and 5 would require ±165,000 and ±210,000 cubic yards of fill, respectively. The source(s) for such an amount of fill is unknown, and the cost varies significantly by distance. Costs may also be incurred to secure rights-of-access to place the fill.

e. Based on the amount of fill required for Alternatives 4 and 5, roughly 12,000 and 15,000 truck transfers, respectively, would be required to transport the necessary fill for these options.

f. Both Alternatives result in long bridge spans and fill in the UPRR right-of-way. Construction in the UP right-of-way is subject to a daily charge. The longer and more complicated the fill and improvements placed in the right-of-way, the greater the cost.

g. Each of these unknowns represents a variable that will affect other costs. For example, depending on the route for the trucks to place the fill, the length of that route will increase or decrease the costs accordingly

The Project engineer has more specific information regarding costs associated with the Herdal Drive access. Based on his estimates, costs for the Herdal Drive extension are likely to range from $1.7-2.0 million.

12. CEQA implications – In order to adopt Alternative 4 and/or Alternative 5, additional CEQA review would be required. The extent of the review would depend on the severity of impacts, which would be determined through additional studies identified below.

The EIR for the BRSP and Study Area Project briefly addresses alternatives to the Herdal Drive extension, but dismissed the various alternatives from full analysis, because they would not achieve project objectives and/or could be expected to have more severe impacts than the Herdal Drive extension. In order for the City to adopt access Alternative 4 or 5, the potential impacts would need to be analyzed at a level of detail commensurate with the project-specific analysis provided in the EIR for the proposed BRSP. If the significant impacts identified in the various studies were already addressed in the BRSP and Study Area Project EIR, and the severity of the impacts would not increase substantially as the result of the alternative access, then the City could prepare an Addendum to the EIR, revise the Findings of Fact as necessary, and take action on the project. CEQA does require public circulation of an Addendum, but it would be part of the Administrative Record for the project.

If the analysis found that there could be one or more significant impacts that were not addressed in the EIR, if new mitigation measures were required and/or if the severity of significant impacts identified in the EIR could be substantially more severe, the City would need to prepare a Supplemental EIR pursuant to Section 15163 of the CEQA Guidelines. The Supplement would need to be circulated for public and agency review for 45 days, and

responses to any comments would need to be drafted. The Findings of Fact would then be revised, and the City could take action on the project with the alternative alignment.

In order to determine what the significant impacts of the alternative access would be, the following studies would be prepared. Similar studies have already been conducted for the BRSP, which includes the Herdal Drive extension.

- Biological Resources Survey
- Special-status species surveys, if the Biological Resource Survey identifies potential habitat
- Estimate of the number of trees to be removed
- Cultural Resource Survey
- Traffic Noise Study
- Traffic Analysis

The traffic analysis would need to address the intersection of the alternative(s) and Auburn-Folsom Road at a minimum. The study may also need to revise the analysis of other roadways and intersections evaluated in the BRSP and Study Area EIR if the trip distribution would change substantially. For example, under the full BRSP, approximately 60 percent of project trips are assumed to use the Herdal Drive access point. If Alternative 4 or 5 is adopted, it may be more convenient for some of these vehicle trips to use the Werner Road access. If the distribution changed in this way, impacts at Auburn-Folsom Road intersections may be reduced, while impacts along Werner and Ophir Road could increase.

Once the above studies were completed, the City would review all of the impacts associated with the alternative access, and determine whether there are new or substantially more severe impacts. This determination would then lead to the preparation of either an Addendum or a Supplemental EIR, as discussed above.

OTHER INFORMATION

The Community Development Department is in receipt of correspondence from a couple different sources. At the February 1st Commission hearing, a letter was presented by Mr. Bill Grant (Attachment 8). A letter has also been received from the Newcastle Community Association (Attachment 9).

STAFF RECOMMENDATIONS

At the Planning Commission hearing on February 1, 2011, the Commission directed Staff to provide its recommendations relating to the access options under consideration. As directed, Staff's recommendations are provided below:

1. Comparison of Alternative 4 and Alternative 5 – After review of the issues associated with Alternatives 4 and 5 (as described above and in the attached information), City Staff would recommend Alternative 4 for the following reasons:

- Alternative #5 adds a new signalized intersection on Auburn Folsom Road;
- The addition of a new signalized intersection associated with Alternative #5 affects traffic flow on Auburn Folsom Road and emergency response to south Auburn;
- The 90-degree turn after crossing the UPRR right-of-way impedes circulation for Alternative 5; and
- Emergency response times to the project for Alternative 5 would be slightly higher.

2. Comparison of Alternative 4, Alternative 5 and Herdal Drive – After review of the issues associated with Alternative 4, Alternative 5, and the Herdal Drive access, City Staff recommend the Herdal Drive access for the following reasons:

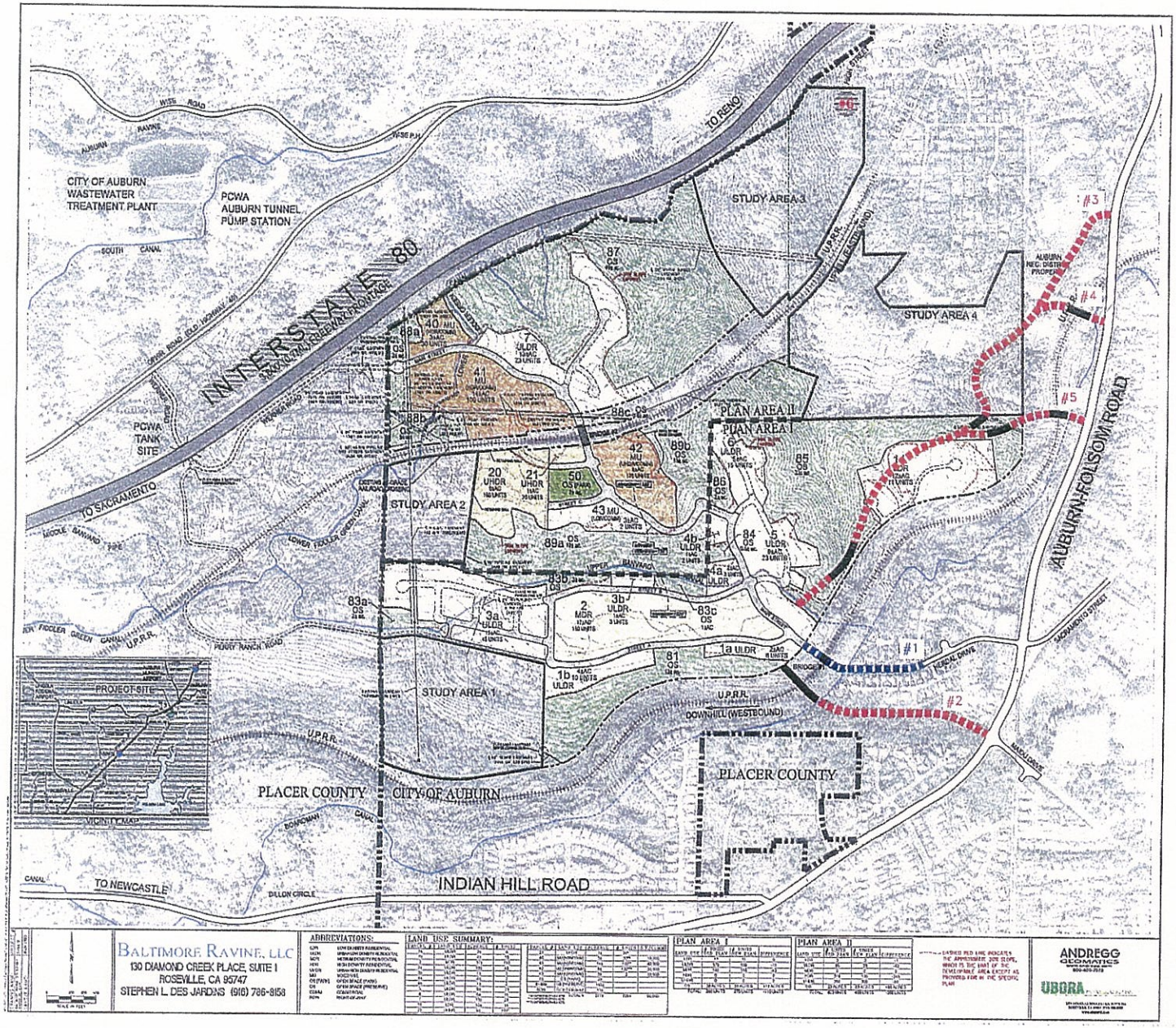
- The Herdal extension utilizes existing, dedicated right-of-way;
- Condemnation would not required;
- The applicant currently has access rights to Herdal Drive via an existing easement;
- The Herdal access provides the shortest and most direct connection to the project;
- Shortest bridge span;
- Shortest emergency response times;
- No new signalized intersection required on Auburn Folsom Road;
- Fewer services/infrastructure affected;
- Fewest police issues;
- Least impact on City maintenance;
- Least costly alternative;
- Fewest environmental impacts; and
- CEQA review is complete.

ATTACHMENTS

1. Site Access Alternatives Map – January 10, 2010
2. Site Access Summary memo by Ubora Engineering dated January 27, 2011
3. Fire Department memo by Chief D'Ambrogi dated February 7, 2011
4. Police Department memo by Chief Harris dated February 4, 2011
5. Public Works Department Memo dated February 8, 2011
6. Alternative 4 Photo Sim
7. Alternative 5 Photo Sim
8. Bill Grant Letter – received February 1, 2011
9. Newcastle Community Association Letter dated January 8, 2011

EXHIBITS

A. Site Access Alternatives Map – January 27, 2011
B. Project Area Slope Map with Access Alternatives – February 8, 2011
C. Localized Slope Map with Access Alternatives – February 8, 2011
D. Road Profile – Alternative 4
E. Road Profile – Alternative 5
F. Road Profile – Herdal Drive



BALTIMORE RAVINE SITE ACCESS ALTERNATIVES

JANUARY 18, 2010

LEGEND

- #1 RECOMMENDED SITE ACCESS
- #2–#5 ALTERNATIVE ACCESS LOCATIONS EVALUATED
- POTENTIAL BRIDGE LOCATIONS

ATTACHMENT 1

ATTACHMENT 2

MEMORANDUM

Date: January 27, 2011

To: Auburn Community Development Department

From: Joe Olsen; Project Engineer, Ubora Engineering

Subject: Summary of Site Access Alternatives onto Auburn Folsom Road

Alternatives #4 & #5 use an identical alignment across BRSP property (roughly 3,400 feet), and across the Sipe property (roughly 700 feet), until roughly where they enter the UPRR right-of-way, at which they diverge into alternative alignments. Please note that each of the two alternatives also cross roughly 100 feet of A.R.D. property in roughly the same location. The discussion below first addresses each individual alignment as they cross UPRR right-of-way, then the remaining 4,200 feet across on-site and off-site private property where alternatives #4 & #5 are identical.

UPRR Right-of-Way

Alternative #4 -- Pacific Street (roughly 2,500 feet east of Herdal Drive):

This option would essentially extend Pacific Street; however, due to topography, significant amounts of fill would be required (e.g. approximately 60,000 cubic yards of fill would be needed in the railroad right of way, alone). The required fill height at the abutments would be in the neighborhood of 22 feet. Also, in order to avoid existing A.R.D. facilities, this bridge would need to be built at a significant skew (approaching 45-degrees), causing this bridge option to have a span in excess of 250 feet. The construction time for this railroad crossing option could easily be double that for Alternative #1 at Herdal Drive.

Alternative #5 -- South of Pacific Street (roughly 2,000 feet east of Herdal Drive):

At this location, in order to achieve adequate clearance over the railroad tracks, significant fills would be required at the abutment approaches (approximately 12 feet high at the abutments). I estimate approximately 15,000 cubic yards of fill in order to achieve the minimum clearance required by Union Pacific. The bridge span would need to be approximately 100 feet, but could be built at a 90-degree skew. Due to the longer span, the larger abutments, and the need for fill, the construction time for this railroad crossing option would be greater (perhaps half again as long) than at Herdal Drive.

Private Property

Alternatives #4 and #5 use an identical alignment across essentially the entirety of the 4,200 feet across private property. It should be noted that the alignment described in this summary was created based upon minimum City roadway design standards; however, given the challenging terrain, the resulting steep slopes and tight curves may not be prudent for use as the primary access to the proposed project.

Due to the hilly terrain, the 4,200 feet of roadway would have areas containing significant cut and/or fill slopes, resulting in the impact of roughly 14 acres of woodlands. The maximum width of the impacted area along the alignment would be over 250 feet wide. The highest fill-slope would be in the neighborhood of 80 feet and the highest cut-slope roughly 50 feet. The portions of the proposed right-of-way for the road that occur on Sipe (700 feet) and A.R.D. (100 feet) would need to be acquired; potentially from non-cooperative owners. Both properties would be impacted by significant cut and/or fill-slopes with significant tree impacts. Each end of the alignment would contain a 15% (City maximum) longitudinal roadway slope located within tight (200-foot radius) horizontal curves; a less than desirable combination. We estimate that there would be a need to import in the neighborhood of 150,000 cubic yards of dirt to build the required fills for this roadway.

Please let me know if you have any questions.

Joe Olsen
Ubora Engineering & Planning, Inc.
2901 Douglas Blvd., Suite 285
Roseville, CA 95661
Ph: 916-780-2500 ext 206

ATTACHMENT 3

AUBURN City FIRE Since 1852

Memorandum

To:	City of Auburn Planning Commission
From:	Mark D'Ambrogi, Fire Chief
Date:	February 7, 2011
Subject:	Baltimore Ravine Project Access Review

A review has been conducted by the fire department for the Baltimore Ravine Project access points. This review identifies criteria used for review of projects and development, reviews specifically to the Baltimore Ravine Project alternative access routes, concerns of access routes, recommendations regarding the alternatives, and statistical information in the form of fire department response times.

Criteria Used by the Fire Department for Evaluating Access for Development Projects.

- Standard of road
  - Width
  - Length
  - Grade
- Type of road
  - Main arterial road
  - Limited residential
  - Limited commercial
  - Emergency access road
- Attributes and Accessories
  - Turnouts
  - Turnarounds
  - One way
  - Vegetation management/Landscaping
  - Fire hydrants
  - Obstructions/hazards
- General

  Emergency response times are critical to delivering services throughout the city. Therefore streets and roads are of importance when planning for development. Generally main arterial streets and roads; 3 lanes or more with limited intrusion; driveways and non-controlled side streets, are desired for travel to smaller city streets that immediately serve development. Multiple points of access are

important for ingress and egress during an emergency and can impact response times.

Other areas evaluated include but not limited to: natural impacts; fire hazard severity zones, vegetation (non-ornamental), grades, "man-made" impacts such as tunnels, bridges, and enhanced topography; steep side slopes on edge of roadways.

- Requirements for development pertaining to fire safe regulations are derived from the Auburn Municipal Code (AMC). The AMC is consistent with and incorporates state statutes that apply to fire safe standards

Baltimore Ravine Project Access Review

Alternative #4 - Auburn-Folsom Road at Pacific Street

This proposed access will start off Auburn-Folsom Rd at an established signaled intersection, commence for approximately 4900 feet, and terminate into the proposed project area. This access begins at the intersection of Pacific and Auburn-Folsom, crosses the railroad tracks and commences into a road as proposed for both #4 and #5. The access itself will present bridges(s), curves, and grades and will not serve any development until its termination into the project area. The area where the road is proposed will be in undeveloped land. From an emergency response perspective, the following are identified as concerns: the existing signaled intersection at Auburn-Folsom and Pacific already causes fire apparatus to slow upon approach increasing response times.

Alternative #5 - Auburn-Folsom Road at New Intersection South of Pacific Street

This proposed access will begin off Auburn-Folsom Rd, a main arterial access road, at a newly established intersection with traffic control approximately 700 feet south of the existing intersection of Auburn-Folsom and Pacific. The access will commence for approximately 4900 feet and terminate into the proposed project area. This access is an entirely new intersection created on Auburn-Folsom Road. After crossing the tracks the access commences into a road as proposed for both #4 and #5. The road itself will present bridges(s), curves, and grades and will not serve any development until its termination into the project area. The area where the road is proposed will be in undeveloped land. From an emergency response perspective, the following are identified as concerns: existing signaled intersection at Auburn-Folsom and Pacific already causes fire apparatus to slow upon approach increasing response times. . An additional signaled intersection would create added slow down for fire apparatus. Signaled intersections will not only cause slower response into the project area but to those areas south of the intersections on Auburn-Folsom Road. The termination of the bridge over the tracks entails a 90 degree right turn immediately after traversing the bridge. This will cause a significant slow down and turning maneuver for fire apparatus.

Concerns Regarding the Road (common to both Alt #4 & Alt #5) After Crossing the RR Tracks

The proposed new road from its southern terminus in the project, north to the western boundary of the UPRR right-of-way (where both alternatives converge), is a long and winding two lane road. This road travels through undeveloped land which is comprised of thick natural vegetation. This condition poses a significant concern as it presents a higher risk and greater potential of ignition sources which means greater number of intense wildfires. Additionally, being a main access with significant distance to traverse between termination points in a wildland environment, the safety of both civilian and firefighting personnel may be jeopardized during a wildfire situation should any portion of the roadway become inaccessible. This includes not only the "fire" itself, but the road used by fire suppression resources for fire fighting and or holding perimeter lines.

The steep downsides of the roadway may present challenges to firefighting personnel when responding to vehicle accidents, roadside fires, and other incidents that occur in such locations. Any type of incident that occurs on sloped terrain creates safety issues for personnel where falls and slips can cause significant injury. Working from steep terrain requires special equipment and additional resources.

Length, curves, and grades of road may pose potential challenges to fire apparatus in the way of response. Both curves in the road and the various grades ascending and descending, require fire apparatus to progress at significantly slower speeds. Slower speeds will increase response times during emergency incidents. Such curve and grade may have an impact on large vehicle operation that can affect braking and may present safety issues.

Bridges can present unique challenges in emergency situations. When incidents occur that require fire resources under bridges access can be difficult and dependent upon facilities under bridges i.e. water, undeveloped land, railroad tracks, and roads. Fires that occur under bridges can also present significant risk to surrounding areas as well as the bridge itself as used for access both for emergency resource response and citizen evacuation. During severe cold weather bridges may present ice conditions and impede fire apparatus travel reducing response time.

Standard conditioning for these access ways include: both accesses could only work with the 2 other access routes as proposed in the project, widths and grades to meet city standards, fire hydrants at spacing as required by the Fire Code, and aggressive fuel reduction be applied to areas along the roadway at all times. These are considered standard conditions as for this project and do not provide mitigation for the above mentioned concerns.

Approximate response times from operating fire facilities to the beginning of the project area were calculated. Note: these times represent only the time to the beginning of the project area, not to a specific address/location (see following table). It is assumed that additional response time would be added to these times given a specific location/address.

Recommendation with Consideration to Access Proposal #4 & #5 Only

After review of the proposed accesses, #4 and #5, and identifying a number of issues and concerns, neither proposal is a preferred access into a development project. This is primarily due to the length and type of road used to serve the project area. It is not a common application to have a long winding and steep road to serve a development project and no other development along the way.

However, in comparison of Alternatives #4 and #5, Alternative #4 presents the least impact since it utilizes an existing intersection. Alternative #5 will have a greater impact, not only to the project but all areas south of this intersection on Auburn-Folsom Road, as the addition of another signaled intersection will impose response delays for fire apparatus. In addition, after crossing the bridge of Alt #5 there is a 90-degree right turn that proceeds into a steep and sharp curve. This configuration may have impact on fire apparatus travel that will reduce response time.

Initial Access Proposal of Project- Herdal Drive

This proposal is an approximate extension of 1300 feet to the existing Herdal Drive, the addition of a 70 foot span bridge, and termination directly into the project area. The overall length from Auburn Folsom Road would be approximately 2,100 feet. The new extension would meet street standards in width, grade, and vegetation height clearance. The proposed access is within a developed area already and does not present any additional intrusions; additional side streets, driveways, or other obstructions. The grade difference is minimal, very gradual incline into project area, and the proposed bridge span is extremely short in length and without grade. The Herdal access delivers emergency resources by way of Auburn-Folsom Road; a main arterial way, directly into the development area through existing development without any potential delays or causes of concern. Since this is a developed area already, there is limited concern for open vegetation and wildfire concerns. Any vegetation in the access area will be that of landscaping or homeowner ornamental varieties.

From a time response perspective, Herdal Drive is the most direct access into the project area and provides reasonable emergency response times without significant delays or potential hazards. This is the case for both the Sacramento Street Fire Station (#2) and the Maidu Fire Station (#3).

As a side note regarding the Maidu Fire Station: In long term Master Planning the Maidu Fire Station is identified as being a staffed facility at some point in time.

This means that primary service will respond from this facility of which will greatly reduce response times.

Recommendation with Consideration to Proposal #4, #5, and Herdal Drive

Herdal Drive is the recommended access for this development due to many factors. These include: reasonable response times, direct access using main arterial ways and established streets, access through existing developed area, no significant response inhibitors such as side streets, curves, grades, and open space areas with natural vegetation.

Approximate Response Times		
Route of Response [1]	**Response Time to Project Area** [2] **(Minutes & Seconds)**	
	Sacramento Street Station	**Maidu Station**
Access Alternative #4	5:24	5:39
Access Alternative #5	5:36	5:24
Herdal Drive Proposal	4:12	2:10

[1] Using standard Time/Distance/Speed calculations, formula calculations standard to obtaining response times from information provided on road lengths and actual field samples on existing roadways as applicable.

[2] Response time include actual travel time from facility plus reaction time: time of call to actual initiation of vehicle movement. The project area was identified as a constant point for all evaluations, this is not an established location or address within the project area. Estimation of 1 to 2 additional minutes to actual development within the project area.

Response Evaluation

Although the City has no established standards for fire department response time, it is important to identify response time to compare with recognized national fire service standards. The most recognized fire service standard for response is the arrival time to an incident. Obviously, the quicker resources can arrive on scene of an emergency the quicker mitigation can begin.

The time of four (4) minutes to arrival is a recognized national response standard [3]. This time of arrival is most effective for most emergency incidents such as fire and medical. The next critical response standard is the six (6) minute arrival time. This time is critical since fire can reach a "flashover" or "fully-involved" stage where resources are not as effective and in the medical situation, this is where "life or death" can occur especially in cardiac and or trauma situations.

Currently the department arrives to 45% of all calls within four (4) minutes [4]. Response from the Sacramento Street station using the Herdal Drive access will most likely establish arrival times above four (4) minutes but within six (6) minutes. Note: future initial response from the Maidu Fire Station via the Herdal access may establish responses times within the four (4) minute criteria.

Currently the department arrives within six (6) minutes to 80% of calls [5]. Response times associated with Alt #4 and Alt #5 will be over six (6) minutes and above the 80% threshold, the longest response time criteria as currently experienced by the department.

The current average response times to the end of Perry Ranch Road and Rogers Lane are 9 minutes 20 seconds and 9 minutes 37 seconds respectively. These response times are from the existing fire facility on Sacramento Street. Using the proposed alternates, Herdal access, proposed streets and roads, and the same fire facility, the following estimated response times have been calculated:
Alternate #4 to end of Perry Ranch Road- 6:13, to end of Rogers Lane- 7:02.
Alternate #5 to end of Perry Ranch Road- 6:25, to end of Rogers Lane- 7:14.
Herdal Drive to end of Perry Ranch Road- 5:01, to end of Rogers Lane- 5:50.

National Fire Protection Association (NFPA) Standard 1720 [6] recommends response times based on the "demand zone" of areas which are based on demographics. It is anticipated that such response times will be met 100% of the time using the Herdal Drive access and 80% - 90% of the time using the other proposed access routes.

[3] NFPA 1710, *Organization and Deployment of Fire Suppression Operations to the Public by Career Fire Departments*
[4] Based on 2009 Fire Department Stats
[5] Based on 2009 Fire Department Stats
[6] NFPA 1720, *Organization and Deployment of Fire Suppression Operations to the Public by Volunteer Fire Departments*

ATTACHMENT 4

AUBURN POLICE DEPARTMENT

Valerie E. Harris
Chief of Police
Phone (530) 823-4237 ext. 201
Fax (530) 823-4224

INFO/NON-EMERGENCY 823-4237
INVESTIGATIONS 823-4237 ext. 221
OPERATIONS DIVISION 823-4237 ext. 202
RECORDS 823-4237 ext. 501

MEMORANDUM

DATE: **February 4, 2011**
FROM: **Valerie Harris, Chief of Police**
TO: **City of Auburn Planning Commission**
RE: **Baltimore Ravine Specific Plan Alternative access route review**

This memorandum is in response to the Planning Commission's request for a public safety perspective of potential impacts and possible concerns related to access routes for the proposed Baltimore Ravine Specific Plan (BRSP). Findings and recommendations included in this report are the result of research into historical data of calls for service, tabletop site plan review, an onsite field trip to proposed alternative route locations, and inquiry into other agencies potentially impacted by project access via either alternative # 4 or #5 into the development area.

On January 28, 2011, I participated in a meeting held at Auburn City Hall, which provided an overview of two Alternative access routes into the BRSP identified as alternatives #4 and #5. I reviewed the site map relative to the entire proposed project as well as a map indicating proposed locations for both alternative routes from Auburn Folsom Road. I participated in a tabletop site review with Fire Chief D'Ambrogi, Planning Commissioner Matt Spokely, City Planner Reg Murray, City Engineer Jack Warren, Developer Stephen Des Jardins, and Project Engineer Joe Olsen. Upon completion of this tabletop review, I participated in a group visit to the site to walk the proposed access routes with an explanation of project construction and impact as required in the engineering plans.

Historically, public access to the BRSP has been limited because the property is privately owned without street/road access intended for the general public. Access points that have been used by persons trespassing onto property in the proposed development areas have primarily been as follows:

- Auburn Recreation Park District (ARD) southern most property line with limited access to the adjacent wooded property areas privately owned.
- Access from ARD southern most property onto Union Pacific (UP) West/bound railroad track right of way along the tracks affording additional access points into the BRSP project.

- Access from Auburn Folsom Road near the location identified as Alternative #5 has had a history of individuals trespassing onto the hillside to construct an off-road bicycle course. Placer County Water Agency officials constructed a fence around a canal siphon pipe located in this area due to concerns someone would fall into the canal and possibly drown. The fence also served to prevent an ever growing problem of graffiti to the canal walls by trespassers which again could have resulted in an accidental drowning.
- Off road vehicles, off-road motorcycles, all-terrain vehicles, bicyclists, and pedestrians have used the railroad tracks from Sacramento Street and traveled under the Auburn Folsom Road overcrossing to trespass onto UP Railroad right of way property that travels through the BRSP area. The existing UP Westbound train tracks travel in the area of the proposed Alternative #4 route access into the BRSP project.

The natural topography and varying elevations within the BRSP area has generally served as a deterrent to individuals accessing the property either by foot or vehicular travel. The sloping hillsides and ravines tend to be densely covered with shrubbery and tree foliage that offer limited view into the proposed development area itself. Currently, legal access into the BRSP area can only occur with permission from land owners in and around the BRSP area or through authorized access along the UP Railroad right of way. Those with legitimate access into the BRSP area along the railroad tracks are UP Railroad personnel or contract entities, public utility providers, or public safety personnel responding to calls for service.

Most often public safety calls for service have been the result of individuals trespassing along the railroad right of way and violating either local ordinances or state statues. Problems Auburn Police Officers have encountered are vehicles, off-road motorcycles, off-road all terrain vehicles, and pedestrians traveling along the railroad tracks in violation of Section 369g of the California Penal Code. This section serves to limit access to the railroad tracks thereby preventing possible injury to vehicles, pedestrians and railroad property. A violation of this section is considered a misdemeanor and can result in potential incarceration in the county jail for up to one year and a $1,000 fine.

Illegal camping and dumping of trash are two other common problems that stem primarily from access currently gained along the railroad tracks. While on the BRSP field trip on January 28th, I saw firsthand several abandoned vehicles and illegal camping sites in various locations hidden from view of Auburn Folsom Road or the train tracks themselves. The abandoned vehicles would most likely have been driven in along the tracks, stripped of parts and discarded over embankments on private property. The illegal camp sites stem from an ongoing problem of transients accessing the area via the railroad tracks or the southernmost boundary of the Auburn Recreation Park. Either way access into the area involves a violation of trespassing and subsequently illegal camping and dumping of trash.

These illegal camp sites are of grave concern because they frequently involve areas of human waste and filth strewn across the campsite itself and outlying area. Police officers must use caution when dealing with transients and searching these areas to avoid exposure to human feces and/ or other objects that have the potential of transferring disease. Transients will move from camp site to site leaving waste, trash and on occasion stolen property. The burden then falls to the UP railroad or private property owner to remove the property. This removal usually comes about as the result of City of Auburn Code Enforcement working with Police Officers to notify the property owners of their obligation to remove the campsite remnants at their own expense.

Illegal access into the BRSP has to date occurred primarily because of the proximity to the railroad tracks in the area of proposed access alternative #4 and access from Auburn Folsom Road in the same area as alternative #5. The Auburn Police Department has been the agency primarily responsible for investigations into complaints of trespassing along the railroad track right of way even though this falls under the true jurisdiction of the UP Police. The UP Police cover an expansive area with hundreds of miles of track, thus limiting their proactive patrol efforts to prevent trespassing or to respond to reports of violations. The BRSP development property is the jurisdiction of the Auburn Police.

Since 2003, Auburn Police Officers have responded to five deaths of individuals on the railroad tracks at various locations throughout the city. Whether these deaths were accidental or suicide is secondary to the fact they occurred because these individuals had access to the railroad tracks. Auburn Police and UP Railroad Police agree that all planning of project developments should entail access routes, to the extent possible, that do not run adjacent to or cross over railroad tracks. Both alternative route accesses #4 and #5 will require extensive infrastructure buildup for bridges that are elevated above the existing railroad tracks to allow for vehicular travel. This infrastructure buildup will involve a tremendous amount of infill for the bridge abutments as well as for the actual roadway, thus creating numerous additional access points for individuals that would choose to illegally enter onto private.

The desire of both UP and Auburn Police personnel would be to have access into the BRSP project occur from the Herdal Drive. This railroad crossing at Bloomers Cut does not involve bridge construction in close proximity to existing tracks, thus creating additional potential access points for trespassers. The Herdal Drive access is a more direct route into the project for public safety responders with a more consistent roadway elevation. The alternative routes #4 and #5 require construction of additional roadway upwards of 4,900 feet in length, with 12' to 22' foot high embankments on either side of the road and bridge spans of 100' to 250' to travel over existing railroad tracks. All of these aspects of construction raise concerns for public safety.

First of all, the additional roadway length of 4,900 feet consists of property that will not include home construction thus it will have embankments on either side affording potential access into privately owned undeveloped land. This will allow access down embankments into wooded areas by individuals seeking concealment for purposes of illegal camping, illegal campfires, and potential illegal dumping and/or associated human waste issues previously described. The topography of the development area required roadway construction with elevation changes and turns that will serve as an enticement to skateboarders or others looking for stretches of roadway they consider challenging.

While this proposed roadway for alternatives #4 and #5 may not have driveways or other egress/ingress points to impede speed of travel, it has the same inherent dangers that exist anytime someone travels into an oncoming traffic lane. This is a real concern given the demonstrated behavior by individuals trespassing onto railroad property to construct an off-road bicycle course as well as violators riding off-road vehicles along the railroad tracks. During Fiscal Year 2009/2010 Auburn Police responded to two reports of vehicles versus train collisions. In both instances, the riders of the all-terrain off road vehicles were thrown from the vehicles upon impact of the collision with the train. Both drivers were injured and at fault for the collision as they were illegally driving along the railroad tracks.

During the 2009/2010 fiscal year Auburn Police Officers took three reported cases of vandalism to railroad property and issued five citations for trespass and vehicle operation along the railroad track right of way. A more in-depth search of calls for service since 2005 indicates Auburn Police Officers have responded to twelve calls of vehicles being "stuck on" or "stuck along" the railroad tracks. These reports require contact with the UP Police and a request to halt any trains approaching Auburn until the vehicle is removed from the right of way. This obviously greatly impacts train schedules as well as ties up public safety personal until the vehicle can be safely removed from the railroad right of way.

While public safety could elaborate to a greater extent upon the historical data relative to problems associated with trespassing issues near and/or onto BRSP proposed development property, I believe enough information has been offered to support the below recommendations.

RECOMMENDATION:

- Auburn Police staff recommends the access route into the BRSP project development area is from Herdal Drive. This route affords a more direct access into the project with minimal impact to existing railroad right of way. It minimizes construction near, over or along existing railroad tracks thus lessening the enticement and likelihood of trespassing and other related criminal activity.

- Additionally, any access from Auburn Folsom Road as proposed in alternatives #4 or #5 should be avoided as both routes raise concern from Auburn Police and Union Pacific Police. These concerns have been detailed in the above narrative report.

ATTACHMENT 5

Memorandum

City of Auburn
Public Works Department

To:	Auburn Planning Commission
From:	Jack Warren, City Engineer
Date:	February 8, 2011
Subject:	Baltimore Ravine Specific Plan Access Review

As requested by the Planning Commission, I have gathered some data on street grades, maintenance costs, intersection improvements and other miscellaneous items related to the alternative access options for the Baltimore Ravine Project.

Street Grades

Alternatives 4 and 5 on the January 27, 2011 Site Access Alternatives exhibit prepared for the Planning Commission both use a maximum grade of 15% in order to depict a road with the best fit to the existing terrain with a grade that is navigable although difficult. The City has allowed grades of 15% from time to time for some subdivisions including the Hidden Creek subdivision off Blocker Drive (with a grade of 14.4%) and the Canyon Rim Estates subdivision with a similar grade for a short stretch. By way of comparison, the grade on Auburn Folsom Road between Indian Hill Road and Sunrise Ridge Circle (Vintage Oaks subdivision) is 6% to 7%. Cal Trans Freeways usually use a maximum grade of 5%. Auburn tries to limit the use of 15% grades to driveways, but there are exceptions and no strict rule and combining a steep grade with a sharp curve would not be welcome.

Maintenance

The average cost per mile to maintain a City Street in Auburn roughly $13,000 per year. The suggested alternatives both include substantial structures and deep fills which would not be typical and will cost more than the average. The Alternatives are both about a mile long compared to the Herdal Drive access, which is about one fourth of that. Also, safety lighting along sharp curves and under bridges would probably be included in either alternative, adding to the maintenance burden.

Intersection Improvements

The connection to Auburn Folsom Rd at either location would require a three-way or a four-way signal set and some widening to accommodate turning movements, and would be similar to the signal improvements for the Herdal-Auburn Folsom intersection.

Recommendations

In a comparison of Alternatives 4 and 5, the preferred alternative would be Alternative 4. There is little to no appreciable difference between the two alternatives in regards to the issues above, however, Alternative 4 would use an existing signalized intersection, so there would be one less signal on Auburn Folsom Road. Alternative 4 also has a better alignment since it does not have the 90-degree turn on the north side of the UP rail line that Alternative 5 has.

In comparision of Alternatives 4, 5, and the Herdal access, the Herdal extension is the recommended access. The Herdal access has existing right-of-way, is the most direct access, and has typical road grades. In addition, it would not require significant intersection improvements or potentially burdensome maintenance costs.

ATTACHMENT 6

ATTACHMENT 7

ATTACHMENT 8

My Viewpoint
Bill Grant

Feb 01,2011

To; Auburn Planning Commission & City Council
Re; Baltimore Ravine Access Alternatives

The EIR shows that the Werner Road and Herdal Drive locations are the primary access points for the BRSP. This Report also considered **and rejected** five other alternative access options, identified as sites #2 through # 6 The City Council has directed the Commission to review two of these sites near Pacific Street (#4 & #5). The rational cited in the EIR for rejecting these two sites appears to justify that action. If one is found to be viable, then it could conceivably be substituted for the Herdal location.

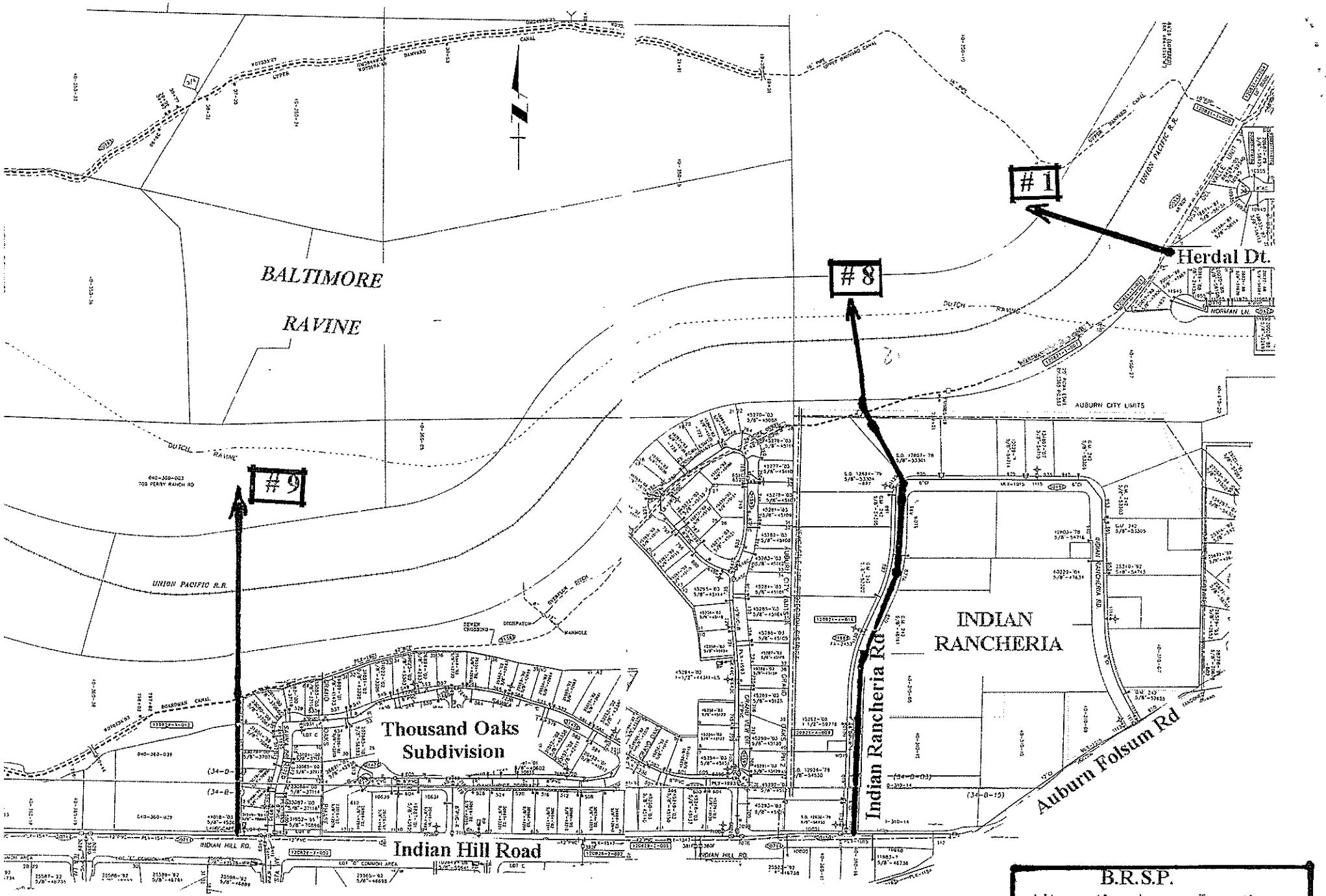
However the authors of the EIR were remiss in failing to specifically identify three other options. These are located at Baltimore Road, Indian Rancheria Rd and Indian Hill Road – west of the Thousand Oaks Subdivision. I have assigned these sites # 7, # 8 and # 9.

7 -Baltimore Road This is an existing private road off Palmyra St. It originally served a Ranch in Baltimore Ravine. Now there are 4 or 5 homes along this road, as well as a small 7-8 lot subdivision on Knollwood Drive, which branches off of Baltimore Road. It would be a challenge to upgrade this road to City standards. .But this is the **ONLY route into Plan Area 1 that does NOT cross the railroad. No railroad bridge required !**

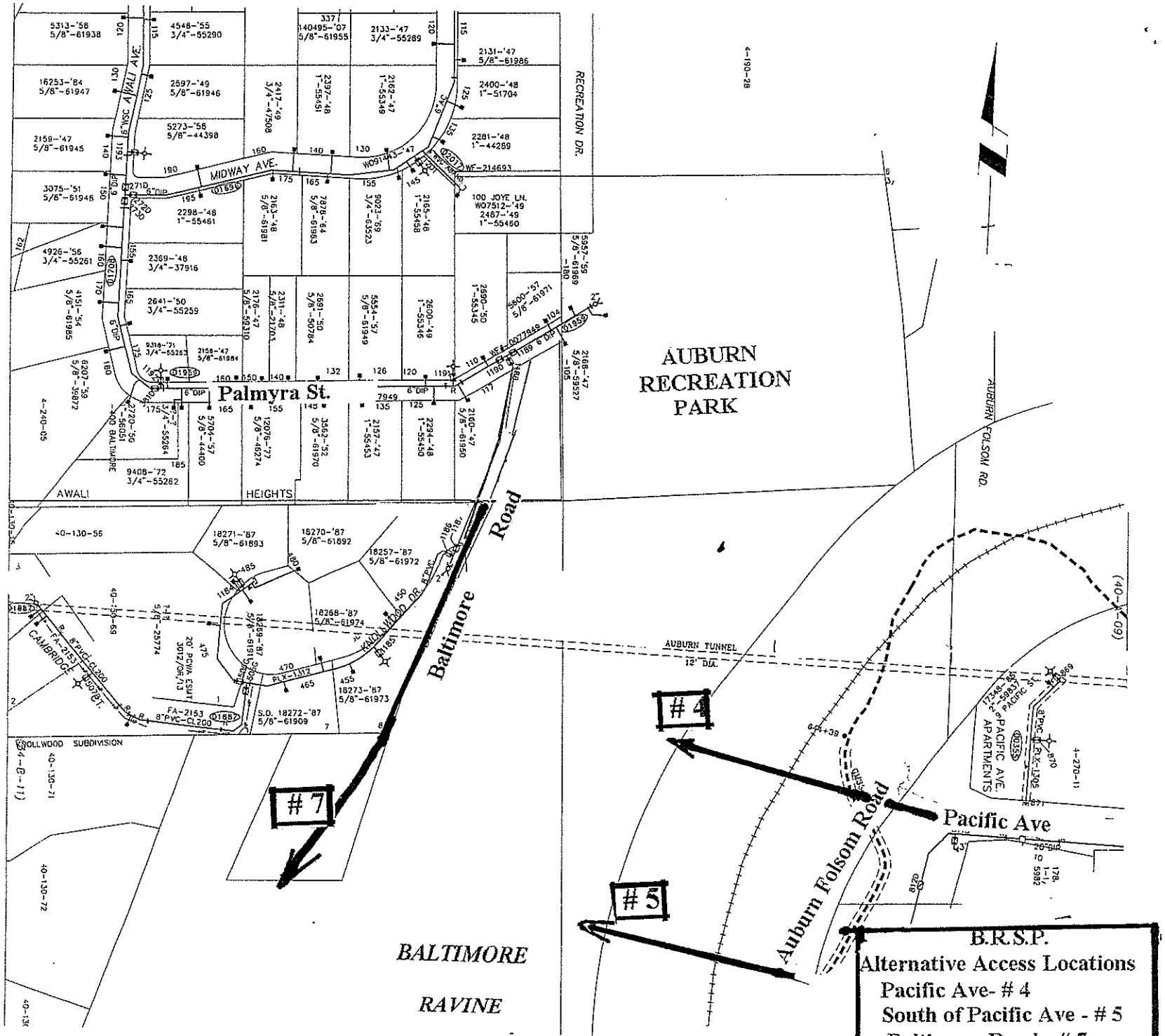
8 - Indian Rancheria Road This option would utilize about 1000 feet of the west leg of Rancheria Road off of Indian Hill Road About 10-12 subdivision lots would be impacted along this length.. From there a new route would traverse northerly between two lots and across the railroad. I have no information on the terrain in this area..

9 – Indian Hill Road. This option starts at Indian Hill Road, and runs parallel to the westerly boundary of the ~~Auburn~~ Thousand Oaks subdivision. It would continue northerly and go across the Railroad into the Ravine, ending somewhere in the vicinity of the Perry Ranch Road. This location would probably require about 1,000 feet of roadway; but I have no information on the terrain. The effect on existing residents appears to be minimal.

I believe that the City officials should seriously review these additional options, before adopting and certifying the EIR. I would also suggest that consideration be given to **substituting an Indian Hill access option** for the Werner Road / Ophir Drive location . The Werner Road route is an inadequate, awkward, unsafe and misguided choice It will lead to problems and difficulties to implement and maintain. And it still would not provide a safe, convenient and suitable route in or out of the Baltimore Ravine The BRSP area would be better served with **both** an access off Indian Hill Road (# 8 or #9) **and** access at Herdal Drive or one of the other nearby options (#4,#5,#7). I strongly urge Auburn to adopt this plan, or a similar one with dual access locations **excluding** the Werner / Ophir Road route These various options are shown on the two attached maps.



B.R.S.P.
Alternative Access Locations
Herdal Drive - # 1
Indian Rancheria Rd - # 8
West of Thousand Oaks - # 9


AUBURN RECREATION PARK
Palmyra St.
AWALI HEIGHTS
AWALI AVE.
MIDWAY AVE.
RECREATION DR.
Baltimore Road
AUBURN FOLSOM RD.
AUBURN TUNNEL 12' DIA.
CAMBRIDGE RD.
KENNYWOOD DR.
HOLLYWOOD SUBDIVISION
BALTIMORE RAVINE
Auburn Folsom Road
Pacific Ave
PACIFIC AVE. APARTMENTS
#4
#5
#7
B.R.S.P.
Alternative Access Locations
Pacific Ave- # 4
South of Pacific Ave - # 5
Baltimore Road - # 7

ATTACHMENT 9

Newcastle Community Association

NCA
Post Office Box 777
Newcastle, CA 95658

January 8, 2011

Wilfred Wong, Director
Auburn Community Development Department
1225 Lincoln Way, Room 3
Auburn, CA 95603

Dear Mr. Wong:

Our community, the Newcastle/Ophir area, has been following the progress of the proposed Baltimore Ravine Project. We understand that this project will be within the Auburn city limits, but it will have a great impact on the neighboring communities of Newcastle and Ophir. We believe that the City of Auburn's Planning Department, Planning Commission and City Council need to be aware of and address these concerns as this project moves through the system for approvals and possible implementation.

The only two traffic exits from this large residential and commercial development will greatly impact Indian Hill Road, which includes part of Newcastle, and Ophir Road which will impact both Newcastle and Ophir. There was a fatal accident at the Indian Hill Road and Hoyer Lane intersection in 2001, a fatal motorcycle accident on Indian Hill Road and Newcastle Road in 2010 and numerous ongoing close calls and smaller non- injury accidents. Traffic moves very fast along this corridor and there are blind curves, which makes entering and exiting this road treacherous to all.

Both the City and County recognize that parts of Indian Hill Road are very dangerous. Adding more traffic to this road without addressing these problems is irresponsible planning and will create a daily hazard to the residents of the Auburn, Newcastle and Ophir areas. Further, Placer County has a proposed project for a concrete batch plant on Ophir Road. Werner Road, an exit from the Baltimore Ravine project will greatly increase the traffic on Ophir Road which will merge with the heavy truck traffic from the batch plant if it is approved by Placer County.

We believe all these elements must be taken into consideration. The City of Auburn's numerous developments over the years and now the proposed Baltimore Ravine project have added or will add considerable traffic and major hazards to Placer County roads. It is time for the County and the City to work together. We believe a work group, representing the City Council, the Placer County Board of Supervisors, the Placer County Public Works Department, the developer and a citizen representative should sit down together, discuss the problems, identify the solutions and identify a funding source to fund the changes to create safe driving conditions on these vital area roadways.

Good planning and good solutions now will provide future safe travel for Auburn, Newcastle and Ophir residents as well as the many visitors that enjoy coming to our area.

Thank you for your attention and we ask that you please resolve this dangerous problem for all your constituents and visitors to our area. Thank you.

Sincerely,

Cathie Cordova

Cathie Cordova, President
Newcastle Community Association

cc: Supervisor Jim Holmes, Placer County
Mayor Bill Kirby, City of Auburn
✓Auburn Planning Commission
Placer County Public Works Department
Adrienne L. Graham, AICP Planner
Newcastle Ophir Municipal Advisory Council